

2. Recommendations

This chapter presents recommendations for each mode of transportation in the 2014 Tabor City CTP as shown in Figure 1. More detailed information on each recommendation is tabulated in Appendix C.

NCDOT adopted a "Complete Streets¹" policy in July 2009. The policy directs the Department to consider and incorporate several modes of transportation when building new projects or making improvements to existing infrastructure. Under this policy, the Department will collaborate with cities, towns and communities during the planning and design phases of projects. Together, they will decide how to provide the transportation options needed to serve the community and complement the context of the area. The benefits of this approach include:

- making it easier for travelers to get where they need to go;
- encouraging the use of alternative forms of transportation;
- building more sustainable communities;
- increasing connectivity between neighborhoods, streets, and transit systems;
- improving safety for pedestrians, cyclists, and motorists.

Complete streets are streets designed to be safe and comfortable for all users, including pedestrians, bicyclists, transit riders, motorists and individuals of all ages and capabilities. These streets generally include sidewalks, appropriate bicycle facilities, transit stops, right-sized street widths, context-based traffic speeds, and are well-integrated with surrounding land uses. The complete street policy and concepts were utilized in the development of the CTP. The CTP proposes projects that include multi-modal project recommendations as documented in the problem statements within this chapter. Refer to Appendix C for recommended cross sections for all project proposals and Appendix D for more detailed information on the typical cross sections.

2.1 Implementation

The CTP is based on the projected growth and mobility for the planning area. It is possible that actual growth patterns will differ from those logically anticipated. As a result, it may be necessary to accelerate or delay the implementation of some recommendations found within this plan. Some portions of the plan may require revisions in order to accommodate unexpected changes in development. Therefore, any changes made to one element of the CTP should be consistent with the other elements.

Initiative for implementing the CTP rests predominately with the policy boards and citizens of the Tabor City and/or Columbus County. As transportation needs throughout the state exceed available funding, it is imperative that the local planning area aggressively pursue funding for priority projects. Projects should be prioritized locally

¹ For more information on Complete Streets, go to: <http://www.completestreetsnc.org/>

and submitted to the Cape Fear RPO for prioritization and submittal to NCDOT. Refer to Appendix A for contact information on prioritization and funding. Local governments may use the CTP to guide development and protect corridors for the recommended projects. It is critical that NCDOT and local governments coordinate on relevant land development reviews and all transportation projects to ensure proper implementation of the CTP. Local governments and NCDOT share the responsibility for access management and the planning, design and construction of the recommended projects.

Prior to implementing projects from the CTP, additional analysis will be necessary to meet the National Environmental Policy Act (NEPA) or the North Carolina (or State) Environmental Policy Act² (SEPA). This CTP may be used to provide information in the NEPA/SEPA process.

2.2 Problem Statements

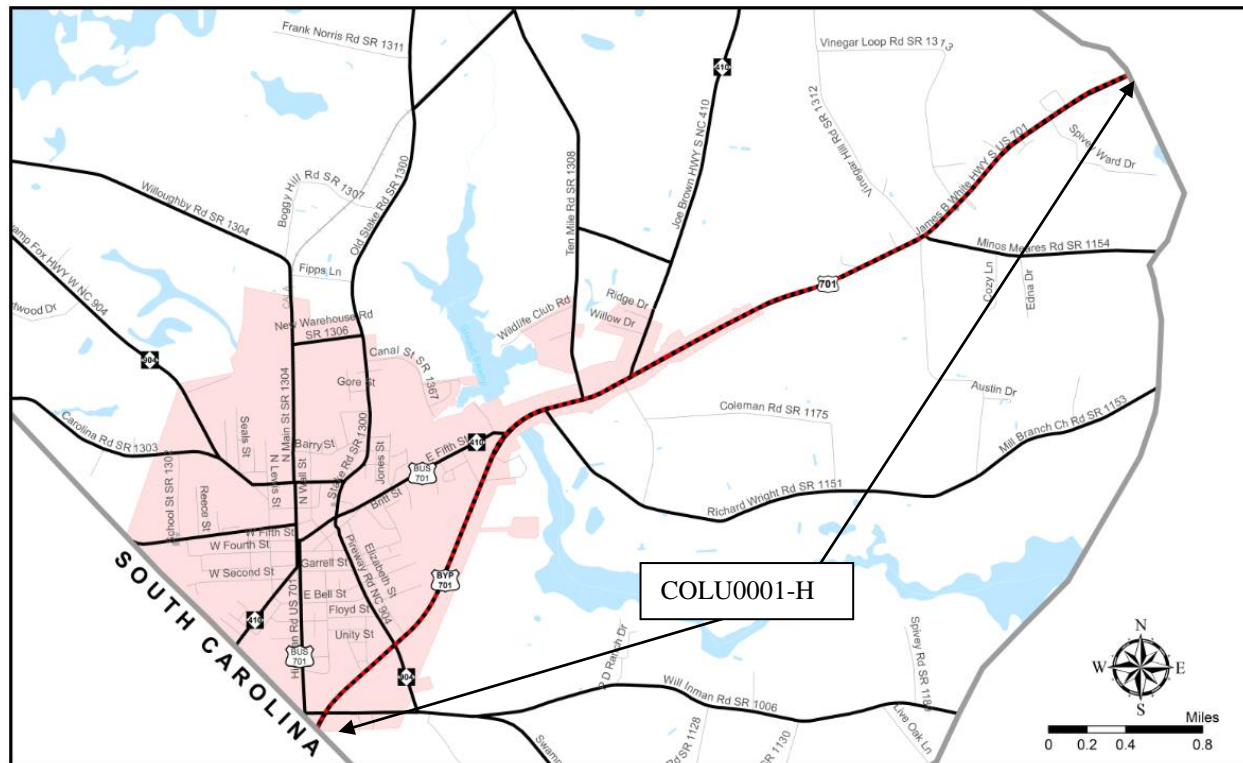
The following pages contain problem statements for each recommendation, organized by CTP modal element. The information provided in the problem statement is intended to help support decisions made in the NEPA/SEPA process. A full, minimum or reference problem statement is presented for each recommendation, with full problem statements occurring first in each section. Full problem statements are denoted by a gray shaded box containing project information. Minimum problem statements are more concise and less detailed than full problem statements, but include all known or readily available information. Reference problem statements are developed for TIP projects where the purpose and need for the project has already been established.

² For more information on SEPA, go to: <http://www.doa.nc.gov/clearing/faq.aspx>.

HIGHWAY

**US 701 Proposed Improvements from South
Carolina State Line to 0.4 Miles north of Spivey Ward Drive**

**Local ID: COLU0001-H
Last Updated: 7/18/2014**



Identified Problem

Currently, US 701 has congestion concerns during peak summer periods in the Tabor City planning area. Based on 2040 traffic projections, US 701 will exceed capacity from the South Carolina state line to Vinegar Loop Road (SR 1313). The primary purpose of improving US 701 is to relieve present and future congestion on the existing facility such that a minimum Level of Service (LOS) D can be achieved.

Justification of Need

US 701 is currently identified as a two to five lane major thoroughfare in North Carolina. There is a short section in Clinton, NC, where it is identified as a four lane expressway. US 701 extends from just south of Smithfield in Johnston County and continues south through Tabor City in Columbus County and ends in Georgetown, South Carolina. US 701 is a regionally tiered route in the NC Multimodal Investment Network (NCMIN).

For the US 701 section in Columbus County, it is a major north-south corridor. US 701 connects to US 74/ US 76, an east-west corridor that leads to the municipalities of

Laurinburg, Chadbourn, and Whiteville, to the west, and to the metropolitan area of Wilmington, 65 miles to the east. The US 701 corridor is also significant because it is used by many vacationers en route to Myrtle Beach, South Carolina.

Based on LOS D, by 2040, US 701 is projected to be over capacity for a majority of the Tabor City planning area; from the South Carolina state line to Vinegar Loop Road (SR 1313). Present near capacity issues exist between Richard Wright Road (SR 1511) and the US 701 BUS/NC 410 (East 5th Street) section and between NC 904 (Pireway Road) and the South Carolina state line.

Local knowledge, historical population data, housing and employment trends, and a Hand Allocation model were used to determine the traffic projections (See Appendix G for a more detailed explanation). Table 2 shows, in vehicles per day (vpd), the comparisons between the 2012 AADT, the projected 2040 AADT, and the existing capacity of the facility at LOS D. Although the study began in 2013, the 2012 AADT is the most recent counts available.

Table 2 – US 701 Volumes and Capacity

Section (From - To)	2012 AADT	Projected 2040 AADT	Current Capacity
Tabor City planning boundary – Vinegar Loop Road (SR 1313)	6,700	9,400	15,800
Vinegar Loop Road (SR 1313) – Tabor City town limits	6,700	12,000	15,800
Tabor City town limits – NC 410	6,700	12,000	15,800
NC 410 - Richard Wright Rd (SR 1151)	12,000	25,000	17,200
Richard Wright Road (SR 1151) – US 701 Bus/NC 410 (East 5th Street)	12,000	25,000	15,800
US 701 Bus/NC 410 (East 5th Street) – NC 904 (Pireway Road)	8,200	20,000	17,200
NC 904 (Pireway Road) – South Carolina state line	8,800	20,000	15,800

Community Vision and Problem History

Vehicular traffic is expected to increase through the 2040 planning period. According to the census, the town of Tabor City's population is growing. The population has increased from 2,330 in 1990 to 2,511 in 2010 (The 2010 census population numbers including prison population at the Tabor City correctional institution is 3,970). The town predicts that the population will grow linearly, at an annual rate of 1% and will, therefore, have an estimated population of 3,214 within the town limits by the year 2040. The population is expected to increase for the entire planning, from 4,511 in 2010 to 5,774 by the year 2040. The increase in vehicular traffic will be mostly due to vacationers driving through Tabor City as they head to and from Myrtle Beach, South Carolina and other locations south. The town has observed that with the increased use of global positioning systems (GPS) since the early 2000s, the town has also seen an increase in traffic.

The town of Tabor City has a vision and several goals and objectives that it would like to achieve. These can be found in the *Tabor City Comprehensive Transportation Plan* in Appendix H and the *2010 Land Use and Development Plan for Tabor City North Carolina*. A majority of their goals would be met with the conversion of US 701 to a four lane boulevard. The vision of Tabor City is to develop a safe, reliable and efficient multi-modal transportation infrastructure that is compatible with land use plans and environmental protection that will also recognize the natural beauty, quality of life, agricultural economy and pro-business climate that the town of Tabor City has to offer. The town has goals of relieving congestion and at the same encouraging more business along the US 701 corridor highway business district.

Seasonal traffic is the main type of traffic that is causing the most congestion for the town. A traffic count study was conducted during the 2013 Labor Day holiday weekend to compare to the most recent (2012) AADT counts. From Table 3, it can be concluded that during summer holidays, the facility is over capacity. Additional traffic counts were taken during a regular summer (non-holiday) week (June 2, 2014 – June 9, 2014). Appendix I provides a more detailed explanation of the traffic counts taken. The results show that the weekday non-holiday summer traffic is comparable to the 2012 AADT; however, during regular non-holiday summer *weekends*, US 701 BYP is still over capacity. The town has mentioned that there are key intersections along the corridor which make it difficult for people to traverse through the area during this time period. Those intersections are:

US 701 & NC 410 (See COLU0002-H)
 US 701& US 701 BUS/NC 410 (East 5th Street)
 US 701 BYP & NC 904 (Pireway Road)

The US 701 & NC 410 intersection is a three-legged unsignalized intersection. It is an especially difficult intersection at peak periods because drivers are unable to make left turns. The town has noted that during peak summer traffic, local law enforcement has had to direct traffic at the US 701 & NC 410 intersection.

Table 3 – Labor Day Weekend Traffic Volume vs AADT and Capacity

	2013 Highest Labor Day Holiday counts	2012 AADT	Capacity
US701 BYP South of NC 410	19,100	12,000	17,200
US 701 south of Richard Wright Road (SR 1151)	17,400	12,000	15,800
US 701 BYP south of US 701 Bus/NC 410 (East 5 th Street)	12,700	8,200	17,200
US 701 BYP south of Complex Street	17,400	8,800	15,800

In general, signals impede the smooth flow of traffic along the major leg of an intersection. This occurs at the US 701 & US 701 BUS/NC 410 and at the US 701 Bypass & NC 904 (Pireway Road) intersection which are both two-phase signalized

intersection. The traffic signal causes delays to those traveling along the US 701. The signal stops the flow of traffic on the US 701 Bypass so that those on NC 904 (Pireway Road) can complete their movements through the intersection. In addition, because the traffic signal has a permissive only left-turn phasing, drivers are having difficulty making left turns from US 701 Bypass to NC 904 (Pireway Road) during peak periods. With the completion of new highway businesses in 2013 near the US 701 Bypass & NC 904 (Pireway Road) intersection, there is more intersection volume.

There are significant issues during the summer along the US 701 corridor from NC 410 to the South Carolina state line. There is a need for continuous flow of vehicles along the corridor. At the same time, there is a need for intersection improvements to allow drivers to easily get on or off US 701. Improvements of these three intersections in conjunction with the widening of US 701 will allow for better flow of traffic for the area. There is a need for cooperation with the South Carolina Department of Transportation so that widening improvements made in North Carolina continue into South Carolina to meet highway SC-9, a four lane boulevard.

CTP Project Proposal

Project Description and Overview

The proposed project (COLU0001-H) is to widen US 701's existing two lane and three lane facility to a four lane boulevard. The project begins at US 701 Bypass at the South Carolina state line, goes through the Tabor City planning area, and continues north to US 74/US 76 in Whiteville. The facility upgrade would help in providing smooth flowing traffic for through vehicles on US 701 and increase overall capacity. The facility's current capacity in the Tabor City planning area ranges from 15,800 to 17,200. The new capacity of the facility will be 43,900 with the conversion to a four lane boulevard.

Project Segmentation

It is recommended that the proposed project is segmented into multiple smaller projects in order to better reach the ultimate goal of completing the project. Listed below are the following segments:

US 701 Bypass from the South Carolina state line to NC 904 (Pireway Road) upgrade from a two lane facility to a four lane boulevard

US 701 Bypass/US 701 from NC 904 (Pireway Road) to NC 410 upgrade from a three lane facility to a four lane boulevard.

US 701 from NC 410 to the Tabor City planning boundary upgrade from a two lane facility to a four lane boulevard

US 701/NC 410 & US 701 Business/NC 410 (East 5th Street) intersection improvement

US 701 Bypass & NC 904 intersection improvement

Natural & Human Environmental Context

Since the upgrade of the roadway is on the existing right-of-way (ROW) facility, the natural environmental impact would be minimal with the exception of the section of US 701/NC 410 between Richard Wright Road (SR 1151) and US 701 Business/NC 410 (East 5th Street). The culvert over Grissett Swamp would be upgraded to match the new width of the road.

According to the Natural Heritage Program in the North Carolina Department of Environment and Natural Resources (NCDENR)³, the Tabor City planning area is zones as a natural heritage element occurrence (Figure 8) for a rare animal species which was last seen before 2006. Since less than 5% of the mapped area is occupied by the element, the estimation of the viability of the element in the Tabor City planning area is uncertain.

There would be minimal to no human environmental impacts along NC 410 and a majority of the US 701 corridor in the Tabor City planning area because the right of way needed for the upgrade is already acquired. The exception to this would be the section of US 701/NC 410 between Richard Wright Road (SR 1151) and US 701 BUS/NC 410 (East 5th Street) where the current ROW is 125 feet instead of the 150 feet which is minimum necessary for the new cross section. Property would likely need to be acquired to obtain the necessary ROW.

Relationship to Land Use Plans

The land use along the US 701 Bypass is zoned as a highway service business district, created to provide for effective use of land situated in relationship to major highways so efficient grouping of activities can be developed to service the traveling public.

The interest of the town of Tabor City is the promotion of new business along the highway service business district which will encourage travelers to stop en route to their destinations.

Linkages to Other Plans and Proposed Project History

The plan proposal links directly with several proposed projects for the Tabor City planning area: COLU0002-H, COLU0004-H, and COLU0005-H. COLU0002-H is the widening and realignment of NC 410 at the US 701 & NC 410 intersection. COLU0004-H moves US 701 Business (Hickman Road) to a new location which intersects with the US 701 Bypass. It also closes access to US 701 Bypass from Complex Street (SR 1305) west of the Bypass. The COLU0005-H realigns the side Complex Street (SR 1305) east of the US 701 Bypass to a T-intersection at the US 701 Bypass & Complex Street (SR 1305) intersection.

³ For more information on the Natural Heritage Program by NCDENR go to: <http://portal.ncdenr.org/web/nhp/element-occurrences>

The upgrade of US 701 to a boulevard is consistent with the *2007 Columbus County Comprehensive Transportation Plan*⁴ which proposes to upgrade US 701 from NC 131 to Tabor City.

Multi-modal Considerations

The town of Tabor City CTP does not include any multi-modal recommendations for bicycle, pedestrian or public transportation facilities along the proposed project. There would need to be a crosswalk added at the US 701 & Richard Wright Road (SR 1151) intersection to provide access the proposed Lake Tabor Multi-use Path (COLU0001-M). Crosswalks would be needed at the US 701 Bypass & NC 904 (Pireway Road) intersection and the US 701 Bypass & Complex Street (SR 1305) intersection.

Public/ Stakeholder Involvement

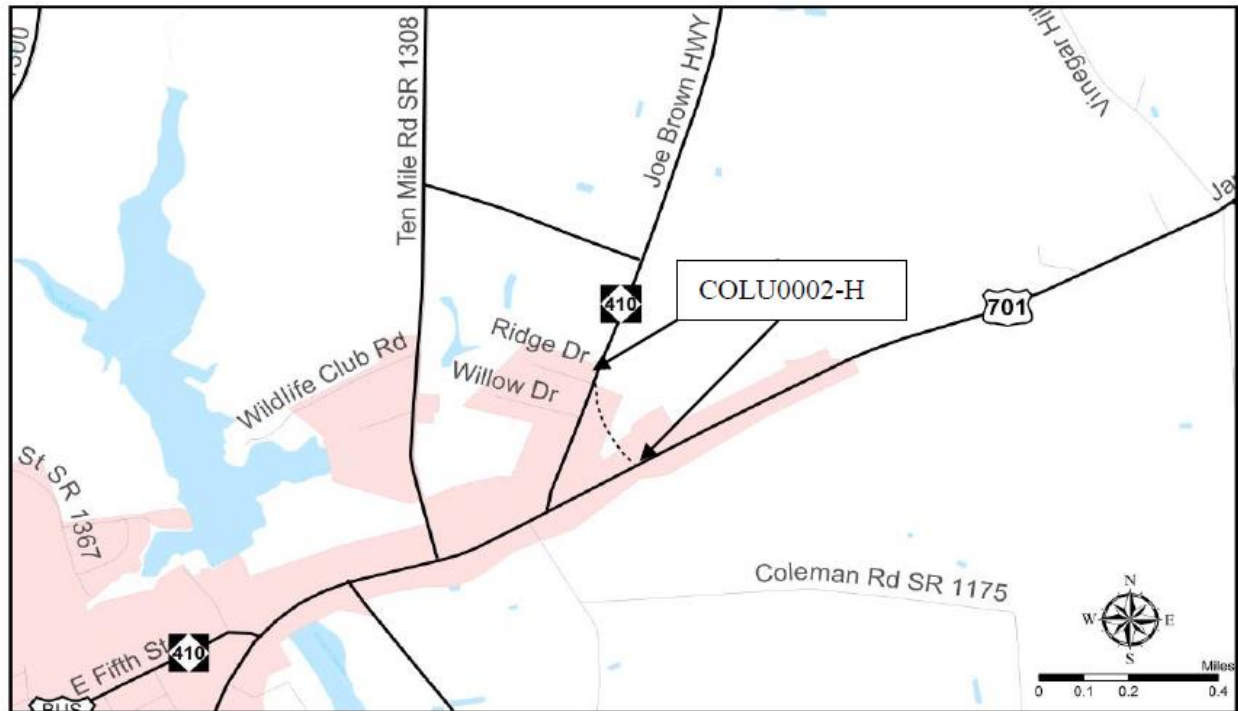
Public/stakeholder involvement is part of the process in the development of the CTP recommendations. NCDOT worked with Cape Fear RPO, Columbus County and Tabor City representatives who formed the Tabor City CTP Advisory Committee. The advisory committee discussed recommendations for the planning area and brought these recommendations to the town of Tabor City council meeting on **August 12, 2014**. The US 701 recommendation was met with full support. Comments were received from the public drop-in session, where the residents expressed their concerns about the current congestion issues and their hopes that it would be resolved with the improvements to the facility. Their concerns were also expressed in a public survey (Appendix H). The public drop-in session took place on **August 27, 2014**.

⁴ For more information on the 2007 Columbus County CTP, go to: [https://connect.ncdot.gov/projects/planning/Pages/CTP-Details.aspx?study_id=Columbus County](https://connect.ncdot.gov/projects/planning/Pages/CTP-Details.aspx?study_id=Columbus%20County)

Other Highway Recommendations

The following highway proposals are recommended to reduce projected congestion and/or improve mobility.

NC 410 Realignment, Local ID: COL0002-H



NC 410 is a north-south, two lane major thoroughfare in Columbus County. The route originates north, in the town of Dublin in Bladen County and continues south through Bladenboro and Chadbourn and then to Tabor City. The route joins then splits with US 701 in Tabor City and then ends when it reunites with US 701 in South Carolina 21 miles later. The section of NC 410 in the Tabor City planning area is significant because it is used by many vacationers en route to Myrtle Beach, South Carolina. NC 410 is a regionally tiered route in the NC Multimodal Investment Network (NCMIN).

The CTP project proposal (COLU0002-H) recommends realigning NC 410 from just north of Ridge Drive to the US 701 & NC 410 intersection. It is proposed to improve this segment of NC 410 to a T-intersection in order to improve the sight distance.

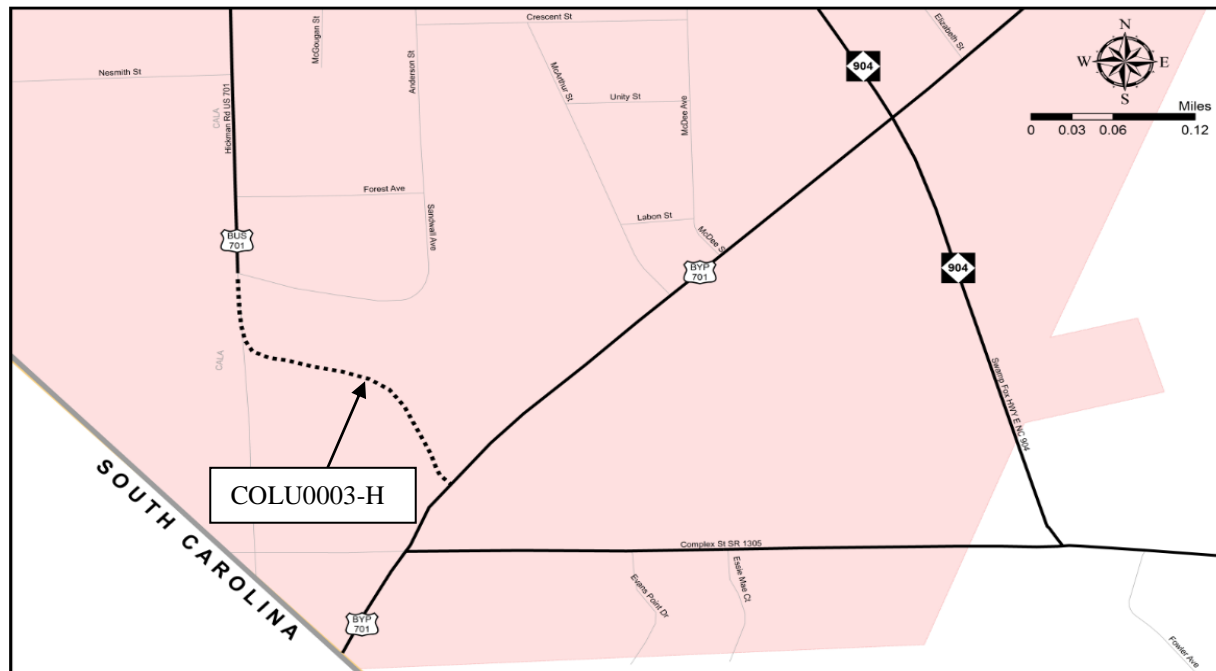
The US 701 & NC 410 intersection is a three-legged unsignalized intersection. It is an especially difficult intersection at peak periods because drivers are unable to make left turns. The town has noted that during peak summer traffic, local law enforcement has had to direct traffic at the US 701/NC 410 intersection.

In addition, at the US 701 & NC 410 intersection, there were a total of 11 reported crashes between January 2007 and December 2011. NC 410 & US 701 meet at a

skewed angle. According to the FHWA's report, *NCHRP Report 500 / Volume 5: A Guide for Addressing Unsignalized Intersection Collisions*, roadways that intersect at skewed angles may experience one or more of the following problems:

- Vehicles may have a longer distance to traverse while crossing or turning onto the intersecting roadway, resulting in an increased time of exposure to the cross-street traffic.
- Older drivers may find it more difficult to turn their heads, necks, or upper bodies for an adequate line of sight down an acute-angle approach.
- The driver's sight angle for convenient observation of opposing traffic and pedestrian crossings is decreased.
- Drivers may have more difficulty aligning their vehicles as they enter the cross street to make a right or left turn.
- Drivers making right turns around an acute-angle radius may encroach on lanes intended for oncoming traffic from the right.
- The larger intersection area may confuse drivers or cause them to deviate from the intended path.
- Through-roadway drivers making left turns across an obtuse angle may attempt to maintain a higher than normal turning speed and cut across the oncoming traffic lane on the intersecting street.
- The vehicle body may obstruct the line of sight of drivers with an acute-angle approach to their right.

US 701 Business (Hickman Road) Realignment, Local ID: COL0003-H



US 701 Business in Tabor City begins at the US 701 Bypass & US 701 Business/NC 410 intersection where it is known as East 5th Street. The route continues left onto Hickman Road and through the Tabor City central business district and then to the South Carolina state line. It rejoins US 701 Bypass 0.3 miles south of the state line as a three-legged Y intersection with has merges, yields, and stops.

The CTP project proposal (COL0003-H) recommends relocating a portion of US 701 Business (Hickman Road) which is from Sandwall Road to the South Carolina state line. The road would be relocated to meet with the US 701 Bypass just north of Complex Street. It is currently a two lane major thoroughfare. The relocated facility would be a two lane major thoroughfare.

Included in the project proposal is to convert the remaining US 701 Business (Hickman Street) to a local road that dead ends at the South Carolina border. The remaining portion of Complex Street (SR 1305), west of the US 701 Bypass, would also be converted to a local road. Access to the US 701 BYP from west side of Complex Street (SR 1305) would be eliminated. As previously mentioned, US 701 Business (Hickman Road) would remain intact as a local road and would have bicycle (COLU0002-B) and sidewalk (COLU0002-P) access and Complex Street (SR 1305) would still have bicycle (COLU0014-B) and sidewalk (COLU0012-P) access.

This section of US 701 Business (Hickman Road) has a 2012 AADT of 3,200 vpd and is forecasted to reach an AADT of 5,600 vpd by the year 2040. The capacity of the facility is 11,000 vpd. Though the road has not reached capacity, the town has observed that

many non-resident drivers become confused when driving through and near the intersection because of the way US 701 Business (Hickman Road) merges with US 701 Bypass just south of the border (Figure 10). In addition, several reported and non-reported accidents have occurred in the area. More details about the crashes can be found in the Complex Street realignment project (COLU0004-H). The relocation would improve mobility and safety in the southern portion of the Tabor City planning area.

Figure 10: US 701 BYP and US 701 BUS (Hickman Road) Merge



Complex Street (SR 1305) Realignment (eastern side of Complex Street (SR 1305) at the intersection of US 701 BYP and Complex Street (SR 1305)), Local ID: COLU0004-H

Complex Street (SR 1305) is a minor thoroughfare that connects motorists to US 701 Bypass and US 701 Business (Hickman Road). The CTP project proposal (COLU0004-H) recommends realigning the existing intersection in order to improve the line of sight. Complex Street (SR 1305) and US 701 Bypass intersect at a skewed angle. According to the FHWA's report, *NCHRP Report 500 / Volume 5: A Guide for Addressing Unsignalized Intersection Collisions*, roadways that intersect at skewed angles may experience one or more of the following problems:

- Vehicles may have a longer distance to traverse while crossing or turning onto the intersecting roadway, resulting in an increased time of exposure to the cross-street traffic.
- Older drivers may find it more difficult to turn their heads, necks, or upper bodies for an adequate line of sight down an acute-angle approach.
- The driver's sight angle for convenient observation of opposing traffic and pedestrian crossings is decreased.
- Drivers may have more difficulty aligning their vehicles as they enter the cross street to make a right or left turn.
- Drivers making right turns around an acute-angle radius may encroach on lanes intended for oncoming traffic from the right.
- The larger intersection area may confuse drivers or cause them to deviate from the intended path.
- Through-roadway drivers making left turns across an obtuse angle may attempt to maintain a higher than normal turning speed and cut across the oncoming traffic lane on the intersecting street.
- The vehicle body may obstruct the line of sight of drivers with an acute-angle approach to their right.

The town has safety concerns at and near the US 701 Bypass & Complex Street (SR 1305) intersection. Of particular concern is the line of sight on Complex Street (SR 1305). The other concern is the, nearby, merging of US 701 Bypass and US 701 Business just south of the state line. The North Carolina Department of Transportation's (NCDOT) Transportation, Mobility & Safety (TMS) Division has records of seventeen crashes at the US 701 Bypass & Complex Street (SR 1305) intersection from 2007 to 2011. According to the Tabor City Fire Department incident reports, an additional seven crashes have occurred at the intersection between 2012 and 2013. To note, the Tabor City Fire Department also takes calls in South Carolina near the border. The crashes, though they may have an effect on traffic in North Carolina, are not reported to TMS. The entire southern portion of the town of Tabor City is of concern because of the merging of US 701 Bypass and US 701 Business (Hickman Road) just south of the border.

The primary purpose of improving the intersection is to minimize the problems that can occur with having a skewed angle intersection. The improvement may aid in the reduction of crashes that occur in that area. The project proposes that Complex Street (SR 1305) is realigned north of the existing intersection.

Minor Improvements – Narrow Roads

The following facilities are not projected to exceed Level of Service (D) by 2040 but are considered narrow roads that are recommended to be upgraded to 2A typical cross-section standards (See Appendix D). These facilities were recommended for modernization in the *2007 Columbus County Comprehensive Transportation Plan*.

- **NC 410, Local ID: COLU0005-H:** NC 410 from US 701 to the northern Tabor City planning boundary.
- **NC 904, Local ID: COLU0006-H:** NC 904 from Carolina Road (SR 1303) to the northeastern Tabor City planning boundary and NC 904 from Complex Street (SR 1305) to the southeastern Tabor City planning boundary
- **Emerson Church Road (SR 1310), Local ID: COLU0011-H:** Emerson Church Road (SR 1310) from Old Stake Road (SR 1300) to Ten Mile Road (SR 1308).
- **Old Stake Road (SR 1300), Local ID: COLU0015-H:** Old Stake Road (SR 1300) from Canal Street (SR 1367) to Emerson Church Road (SR 1310).
- **Ten Mile Road (SR 1308), Local ID: COLU0017-H:** Ten Mile Road (SR 1308) from Emerson Church Road (SR 1310) to the northern Tabor City planning boundary.
- **Will Inman Road (SR 1006), Local ID: COLU0018-H:** Will Inman Road (SR 1006) from NC 904 to the eastern Tabor City planning boundary.

Minor Improvements- Planned Bond Referendum

The following facilities are not projected to exceed Level of Service (D) by 2040 but are curb and gutter additions that are proposed by the town of Tabor City for better mobility and for more streamlined facilities as growth occurs. These facilities are planned to be improved through a bond referendum.

- **West Fourth Street, Local ID: COLU0007-H:** West Fourth Street from Lewis Street to Bay Street.
- **East Eighth Street, Local ID: COLU0008-H:** Eight Street from Stake Road (SR 1300) to North Main Street (SR 1304).
- **Anderson Street, Local ID: COLU0009-H:** Anderson Street from Garrell Street to US 701 Business (Hickman Road).
- **Bell Street, Local ID: COLU0010-H:** Bell Street from NC 904 (Piraway Road) to US 701 Business (Hickman Road).
- **Heath Street, Local ID: COLU0012-H:** Heath Street from Jones Street to Stake Road (SR 1300).
- **Jones Street, Local ID: COLU0013-H:** Jones Street from US 701 Business/NC 410 (East 5th Street) to Heath Street.

- **Live Oak Street, Local ID: COLU0014-H:** Live Oak Street from NC 904 (Pireway Road) to Williams Street.
- **Orange Street, Local ID: COLU0016-H:** Orange Street from US 701 Business/NC 410 (East 5th Street) to East 4th Street.
- **Williams Street, Local ID: COLU0019-H:** Williams Street from US 701 Business/NC 410 (East 5th Street) to Live Oak Street.

PUBLIC TRANSPORTATION & RAIL

A public transportation and rail assessment was completed during the development of the CTP. There are no recommended improvements associated with the public transportation mode in the Tabor City planning area. As for the railroad, it is currently owned by Carolina Southern Railroad (CALA) which is a member of the Carolina Rails system with connections that run from Whiteville, North Carolina to Mullins, South Carolina and also from Chadbourn, North Carolina, through Tabor City, North Carolina and on to Conway, South Carolina. The railroad is currently inactive. The rail line which runs through Tabor City once carried goods to and from several businesses in the town. The future of the CALA railroad line is uncertain. The rail line is important to the town of Tabor City as it can further the town's vision of economic growth. The town of Tabor City recommends that the railroad line is reactivated.

BICYCLE

According to the *WalkBikeNC North Carolina Statewide Pedestrian and Bike Plan*, bicycling has been part of transportation in North Carolina for more than 100 years. Bicyclists helped champion North Carolina's "Good Roads" movement in the early 1900's. Formal planning for bicycle accommodation in North Carolina began with passage of the Bicycle and Bikeway Act in 1974. The Tabor City CTP will help continue bicycling as an alternative form of transportation.

During the development of the CTP, the bicycle facilities listed below were identified as recommended bicycle routes by the Tabor City CTP Steering Committee. The recommended bicycle map includes several improvements needed to provide adequate, safe, and desirable facilities for use by bicyclists. The bicycle facilities provide connectivity and access to key places in and around Tabor City such as park and recreation facilities, retail, grocery, and others.

In accordance with American Association of State Highway and Transportation Officials (AASHTO), roadways identified as bicycle routes should incorporate the following standards as roadway improvements are made and funding is available:

- Curb & gutter sections require at minimum 5 foot bike lanes or 14 foot wide shoulder lanes.
- Shoulder sections require a minimum of 4 foot paved shoulder.
- All bridges along the roadways where bike facilities are recommended shall be equipped with 54 inch railings.

It should be noted that the recommended improvements to on-road facilities can include several potential solutions. The improvements can be as minor as installing “Share-the-Road” signs and pavement markings to more major projects such as constructing wide shoulders or bicycle lanes.

The following is the list of facilities identified for on-road bicycle improvements. Some recommendations are concurrent with highway and/or pedestrian projects. Refer to CTP mapping (Figure 1, Sheet 4) and Appendix C for more information.

- **US 701 Business/NC 410 (East 5th Street), Local ID: COLU0001-B**
Add bicycle lanes accommodations on both sides of US 701 Business/NC 410 (East 5th Street) from US 701 Bypass to US 701 Business (Hickman Road).
- **US 701 Business (Hickman Road), Local ID: COLU0002-B**
Add “Share the Road” bicycle accommodations on US 701 Business (Hickman Road) from US 701 Business/NC 410 (East 5th Street) NC 410 (Green Sea Road) and add bicycle lane from NC 410 (Green Sea Road) to the South Carolina state line.
- **NC 410 (Green Sea Road), Local ID: COLU0003-B**
Add bicycle lane accommodations on NC 410 (Green Sea Road) from US 701 Business (Hickman Road) to the South Carolina state line.
- **NC 904 (West 8th Street), Local ID: COLU0004-B**
Add bicycle lane accommodations on NC 904 (West 8th Street) from Stake Road (SR 1300) (North Main Street) to NC 904 (Fair Bluff Road).
- **NC 904 (Fair Bluff Road), Local ID: COLU0005-B**
Add bicycle lane accommodations on NC 904 (Fair Bluff Road) from NC 904 (West 8th Street) to Carolina Road (SR 1303).
- **NC 904 (North Main Street), Local ID: COLU0006-B**
Add bicycle lane accommodations on NC 904 (North Main Street) from US 701 Business/NC 410 (East 5th Street) to NC 904 (West 8th Street).
- **NC 904 (Pireway Road), Local ID: COLU0007-B**
Add bicycle lane accommodations on NC 904 (Pireway Road) from US 701 Business/NC 410/NC 904 (East 5th Street) to Complex Street (SR 1305).

- **East 4th Street, Local ID: COLU0008-B**
Add “Share the Road” bicycle accommodations on East 4th Street from NC 904 (Pireway Road) to West 6th Street (SR 1301).
- **West 6th Street (SR 1301), Local ID: COLU0009-B**
Add “Share the Road” bicycle accommodations on West 6th Street (SR 1301) from NC 904 (North Main Street) to the South Carolina state line.
- **East 8th Street, Local ID: COLU00010-B**
Add “Share the Road” bicycle accommodations on East 8th Street from Stake Road (SR 1300) to North Main Street (SR 1304).
- **East Bell Street, Local ID: COLU00011-B**
Add “Share the Road” bicycle accommodations on Bell Street from US 701 Business (Hickman Road) to NC 904 (Pireway Road).
- **Canal Street (SR 1367), Local ID: COLU00012-B**
Add “Share the Road” bicycle accommodations on Canal Street (SR 1367) from Stake Road (SR 1300) to loop Lakeside Drive and Miriam Lane.
- **Carolina Road (SR 1303), Local ID: COLU00013-B**
Add paved shoulder bicycle accommodations on Carolina Road (SR 1303) from NC 904 (Fair Bluff Road) to School Street (SR 1302).
- **Complex Street (SR 1305), Local ID: COLU00014-B**
Add paved shoulders bicycle accommodations on Complex Street (SR 1305) from NC 904 (Pireway Road) to US 701 Business (Hickman Road).
- **Lynwood Norris Road, Local ID: COLU00015-B**
Add “Share the Road” bicycle accommodations on Lynwood Norris Road from US 701 Business/NC 410 (East 5th Street) to the end of the road.
- **North Main Street (SR 1304), Local ID: COLU00016-B**
Add paved shoulder bicycle accommodations on North Main Street (SR 1304) from NC 904 (North Main Street) to New Warehouse Road (SR 1306).
- **New Warehouse Road (SR 1306), Local ID: COLU00017-B**
Add paved shoulder bicycle accommodations on New Warehouse Road (SR 1306) from Old Stake Road (SR 1300) to Willoughby Road (SR 1304).
- **Old Stake Road (SR 1300), Local ID: COLU00018-B**
Add paved shoulders bicycle accommodations on Stake Road (SR 1300) from New Warehouse Road (SR 1306) to Canal Street (SR 1367).

- **Richard Wright Road (SR 1151), Local ID: COLU0019-B**
Add paved shoulders bicycle accommodations on Richard Wright Road (SR 1151) which will provide access from the Yogi Berra's Jellystone Park to US 701 and meet the Lake Tabor Multiuse Path (COLU0001-M).
- **School Street (SR 1302), Local ID: COLU0020-B**
Add paved shoulder bicycle accommodations on School Street (SR 1302) from Carolina Road (SR 1303) to West 6th Street (SR 1301).
- **Stake Road (SR 1300), Local ID: COLU0021-B**
Add bicycle accommodations from Canal Street (SR 1367), to Carter Street, add "Share the Road" bicycle accommodations from Carter Street to US 701 Business/NC 410 (East 5th Street).

PEDESTRIAN

In the Statewide Bicycle and Pedestrian Plan⁵, it states that North Carolina's vision for walking and biking. "North Carolina is a place that incorporates walking and bicycling into daily life, promoting safe access to destinations, physical activity opportunities for improved health, increased mobility for better transportation efficiency, retention and attraction of economic development, and resource conservation for better environmental stewardship of our state."

The recommended projects in the Tabor City CTP pedestrian map identifies pedestrian improvements such as new sidewalks, improving existing sidewalk facilities by either adding a sidewalk to the other side or filling in gaps. The recommended projects will aid in meeting North Carolina's vision for pedestrians.

The following is the list of facilities identified for sidewalk improvements. Some recommendations are concurrent with highway and/or bicycle projects. Refer to CTP mapping (Figure 1, Sheet 5) and Appendix C for more information.

- **US 701 Business (Hickman Road), Local ID: COLU0001-P**
Add sidewalk on the eastern side of US 701 Business (Hickman Road) from Forest Road to Complex Street (SR 1305).
- **US 701 Business/NC 410/NC 904 (East 5th Street), Local ID: COLU0002-P**
Add sidewalks to both sides of US 701 Business/NC 410/NC 904 (East 5th Street) from Stake Road (SR 1300) to Lynwood Norris Road. Some sections have sidewalk existing on at least one side of the facility. Add crosswalks at major intersections and update for ADA compliance.

⁵ For more information on the Statewide Bicycle and Pedestrian Plan, visit <http://www.ncdot.gov/bikeped/planning/walkbikenc/>

- **NC 410 (Green Sea Road), Local ID: COLU0003-P**
Add sidewalks on both sides of NC 410 (Green Sea Road) from South Main Street to the South Carolina state line. Some sections are existing on at least one side of the facility. Fill in sidewalk gaps.
- **NC 904 (North Main Street), Local ID: COLU0004-P**
Add sidewalk to west side of NC 904 (North Main Street) from 7th Street to NC 904 (8th Street).
- **NC 904 (Pireway Road), Local ID: COLU0005-P**
Add sidewalks on both sides of NC 904 (Pireway Road) from US 701 Business/NC 410/NC 904 (East 5th Street) to Floyd Street, filling in gaps. Some sections have sidewalk existing on at least one side of the facility. Add sidewalks on both sides of NC 904 (Pireway Road) from Floyd Street to Complex Street (SR 1305). Add crosswalks at major intersections and check/update for ADA compliance.
- **West 4th Street, Local ID: COLU0006-P**
Add sidewalk on both sides of West 4th Street from NC 410 (South Main Street) to Bay Street. Some sections have sidewalk existing on at least one side of the facility.
- **West 6th Street (SR 1301), Local ID: COLU0007-P**
Add sidewalks on both sides of West 6th Street (SR 1301) from NC 904 (North Main Street) to School Road (SR 1302). Sidewalks exist on either side of the facility.
- **East 8th Street, Local ID: COLU0008-P**
Add sidewalks on both sides of East 8th Street from Stake Road (SR 1300) to North Main Street (SR 1304).
- **Anderson Street, Local ID: COLU0009-P**
Add sidewalks on both sides of Anderson Street from Garrell Street to Sandwall Drive.
- **Bay Street, Local ID: COLU0010-P**
Add sidewalks on both sides of Bay Street from West 6th Street to West 4th Street.
- **East Bell Street, Local ID: COLU0011-P**
Add sidewalks on both sides of East Bell Street from US 701 Business (Hickman Road) to NC 904 (Pireway Road).
- **Complex Street (SR 1305), Local ID: COLU0012-P**
Add sidewalks on both sides of Complex Street (SR 1305) from NC 904 (Pireway Road) to US 701 Business (Hickman Road). There is existing sidewalk on one

side of the road from Essie Mae Court and Evans Point Drive. Add crosswalks at major intersections, at Essie Mae Court, and at Evans Point Drive.

- **Garrell Street, Local ID: COLU0013-P**
Add sidewalks on the north side of Garrell Street from US 701 Business (Hickman Street) to NC 904 (Pireway Road).
- **Heath Street, Local ID: COLU0014-P**
Add sidewalks on both sides of Heath Street from Jones Street to Stake Road (SR 1300).
- **Jones Street, Local ID: COLU0015-P**
Add sidewalks on both sides of Jones Street from US 701 Business/NC 410 (East 5th Street) to Heath Street.
- **Live Oak Street, Local ID: COLU0016-P**
Add sidewalks on both sides of Live Oak Street from Williams Street to NC 904 (Pireway Road).
- **Lynwood Norris Street, Local ID: COLU0017-P**
Add sidewalk on Lynwood Norris Street from US 701 Business/NC 410 (East 5th Street) to the end of the road.
- **Sandwall Drive, Local ID: COLU0018-P**
Add sidewalks on both sides of Sandwall Drive from Anderson Street to US 701 Business (Hickman Road).
- **Stake Road (SR 1300), Local ID: COLU0019 -P**
Add sidewalks on both sides of Stake Road (SR 1300) from US 701 Business/NC 410 (East 5th Street) to Barry Street. There is existing sidewalk on the west side of Stake Road (SR 1300) from US 701 Business/NC 410 (East 5th Street) to Carter Street.
- **Williams Street, Local ID: COLU0020-P**
Add sidewalks on both sides of Williams Street from US 701 Business/NC 410 (East 5th Street) to Live Oak Street. There is existing sidewalk on the west side of Williams Street from US 701 Business/NC 410 (East 5th Street) to Britt Street.

MULTI-USE PATH

The NCDOT envisions that all citizens of North Carolina and visitors to the state should be able to walk and bicycle safely and conveniently to their desired destinations with reasonable access to roadways. Increased bicycle and pedestrian safety and connectivity are needed within the town of Tabor City. On-road bicycle facilities serve a specific purpose, as do sidewalks, but multi-use paths offer a unique combination of the

two. They cater to both modes of transportation, while typically offering an off-road, safer, more recreational experience.

The purpose of the recommended multi-use path in Tabor City is to provide an adequate, safe, and desirable facility that both pedestrians and bicyclist can use for local connectivity within the planning area. Below is the identified multi-use path recommended by the town of Tabor City. Refer to either the Bicycle CTP map (Figure 1, sheet 4) or the Pedestrian CTP map (Figure 1, Sheet 5), and Appendix C for more information.

- **Lake Tabor Multi-Use Path, Local ID: COLU001-M**

Provide a multi-use path from Richard Wright Road (SR 1151) to Lynwood Norris Street will allow residents and visitors access to Lake Tabor. The Lake Tabor Multi-Use Path (COLU001-M) connects to the Richard Wright (SR 1151) bicycle path (COLU0019-B) and the Lynwood Norris Street bicycle “Share the Road” path (COLU0014-B) and pedestrian sidewalk (COLU0017-P).